

Commercial.

THIS DAY.
4 o'clock p.m.
Business in the Share Market has been a dead letter to-day, not a single transaction having been reported. Banks are rather firmer with buyers at 103 per cent. premium for the end of the month. China Sugars and Luzons are slightly weaker, the former offering at 104 and the latter at 77 per share without inducing investors to come forward. Other quotations speak for themselves.

SHARES.
Hongkong and Shanghai Bank—Ex New Issue—154 per cent. premium.
Hongkong and Shanghai Bank—New Issue—152 per cent. premium.
Union Insurance Society of Canton—\$650 per share, sellers.
China Traders Insurance Company—\$4475 per share, buyers.
North China Insurance—Tls. 1,500 per share, sellers.
Canton Insurance Company, Limited—\$120 per share, sellers.
Yangtze Insurance Association—Tls. 1075 per share, sellers.
Chinese Insurance Company—\$215 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1,350 per share, sellers.
China Fire Insurance Company—\$378 per share, sellers.
Hongkong and Whampoa Dock Company—58 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$51 per share, premium, buyers.
China and Manila Steam Ship Company—120 per share.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$105 per share, sellers.
Indo-China Steam Navigation Company, Limited—100 per cent. premium, sellers.
China Sugar Refining Company, Limited—\$194 per share, sellers.
China Sugar Refining Company (Debtentures)—2 per cent. premium, buyers.
Luzon Sugar Refining Company, Limited—\$77 per share, sellers.
Hongkong Ice Company—\$103 per share, sellers.
Hongkong and China-Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXPORT CARGOES.

Per Oceanic, str. for Yokohama—33 bales Gunnies, 20 bales Hemp, and 2 packages Merchandise. For San Francisco—17,378 bags Rice, 424 bags Sugar, 100 bags Black Pepper, 1,920 boxes Oil, 9 cases Silks, 21 cases Cigars, 1,500 boxes Oil, 10 packages Tea, and 2,600 packages Merchandise. For Victoria, B.C.—460 packages Merchandise and 3 packages Crude Oil. For Honolulu—1,002 packages Merchandise. For La Libertad—3 cases Silks. For Panama—2,600 bags Rice, and 24 packages Merchandise. For Callao—92 packages Merchandise, and 7 packages Crude Oil. For Canton—24 cases China. For Hankow—395 packages Tea. For New York—95 cases Silk Goods, 4,027 packages Tea, 91 bales Raw Silk, and 10 cases Raw Silk. Per Celtic, str. for Yokohama—232 packages Merchandise, and 160 packages Tea. For San Francisco—824 bags Sugar, 14,350 bags Rice, 30 bags Coffee, 153 Black Pepper, 5 cases Silks, 230 boxes Oil, 2 boxes Crude Oil, 2,505 bales Gunnies, 252 bales Gambier, 433 packages Tea, and 3,705 packages Merchandise. For Honolulu—685 packages Merchandise. For Victoria, B.C.—100 packages Merchandise. For Panama—1,000 bags Rice, and 68 packages Merchandise. For Callao—10 packages Merchandise, and 7 packages Silks. For Chicago—1,132 packages Tea. For New York—2,135 packages Tea, 7 cases Silks, and 205 bales Raw Silk.

ON LONDON.—Bank, T.T. 3/7 1/2
Bank Bills, on demand 3/7 1/2
Bank Bills, at 30 days sight 3/7 1/2
Bank Bills, at 60 days sight 3/8
Credits, at 4 months sight 3/8 1/2
Documentary Bills, at 4 months sight 3/8 1/2 @ 3/8 1/2

ON PARIS.—Bank, T.T. 4/6 1/2
Bank Bills, on demand 4/6 1/2
Bank Bills, at 30 days sight 4/6 1/2
Bank Bills, at 60 days sight 4/6 1/2
Credits, at 4 months sight 4/6 1/2
Documentary Bills, at 4 months sight 4/6 1/2 @ 4/6 1/2

ON CALCUTTA.—Bank, T.T. 22 1/2
On Demand 22 1/2

ON SHANGHAI.—Bank, T.T. 7 1/2
Bank, sight 7 1/2
Private, 30 days sight 7 1/2

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

	HONG KONG.	AMOI.	SHANGHAI.	MANILA.
Barometer.	30.8	30.9	30.8	30.9
Thermometer.	85	85	85	85
Direction of Wind.	S.E.	S.E.	S.E.	S.E.
Force.	3	3	3	3
Dry Thermometer.	88	88	88	88
Wet Thermometer.	79	79	79	79
Weather.	b.c.	b.c.	b.c.	b.c.
Hour's Rain.	—	—	—	—
Quantity fallen.	—	—	—	—

REPORTS.
The British steamship *Exmouth* reports left Melbourne on the 18th May. Had fine weather throughout the passage.
The Dutch steamship *Camorta* reports left Amoy, and Swatow on the 23rd instant. Had fine weather and calm sea.
The British steamship *De Bay* reports left Saigon on the 20th instant. Experienced fine weather throughout the passage.
The British steamship *Emeralda* reports left Amoy on the 22nd instant. Had light southerly winds and fine weather throughout the passage.
The French steamship *Menzaleh* reports left Yokohama on the 17th instant. Met a steamship off Satano Misaki, supposed to be the *Euphrates*.
The British steamship *Anurly* reports left Saigon on the 20th instant. Had calm and light airs, varying from N.E. to S.E. the whole passage.
The British steamship *Chinkiang* reports left Shanghai on the 20th instant at 11 p.m., and arrived in Hongkong on the 24th. Had light S.W. wind and fine weather throughout. On the 21st, passed the steamship *Pekin*, from Hongkong to Shanghai, off Hecchu Island.
The British steamship *Fokien* reports left Tamsui on the 22nd instant, and Amoy on the 23rd. Had light S.W. winds and fine weather throughout. The steamship *China* left Amoy at 1 p.m. on the 23rd for Tamsui, the Company's steamer *Kwangtung* at 4 p.m. for Foochow, and the steamer *Namoa* at 6 p.m. for Swatow.
The British steamship *Hainan* reports left Haiphong on the 22nd instant, at 1.40 p.m., and outside the river bar spoke the French steamer *Villa de Strasbourg*, bound to Haiphong. Had very fine weather with light S.E. breezes to Hoilow, where arrived at 5.30 p.m. on the 23rd. Left again for Hongkong, and had beautiful weather with light S.E. winds to port. Arrived in Hongkong at 10 a.m. on the 25th.
The British steamship *Albatross* reports left Adelaide on the evening of the 23rd May, and Sydney on the 31st at 8 p.m., and calling at Brisbane, Townsville, Cooktown, Thursday Island and Port Darwin, left the latter port at 7 p.m. on the 15th inst., and arrived at Hongkong at 5 p.m. yesterday, making the passage from Port Darwin in 8 days at 23 hours. Experienced fine weather and variable winds to Brisbane; thence to Banka Straits had moderate fresh S.E. breeze; thence to port had calm and fine weather. The ship *Newcastle* has become a total wreck on Miley Island Reef off Calross Island.

Shipping.

ARRIVALS.
ATHOLL, British steamer, 923, R. W. Thomson, 23rd June—Saigon 17th June, General—Bun Hin & Co.
HWAJ-UN, Chinese steamer, 984, Wilson, 24th June—Shanghai 21st June, General—C. M. S. N. Co.
ESMERALDA, British steamer, 395, G. Wright, 23rd June—Amoy 22nd June, General—Russell & Co.
MENZALEH, French steamer, 1,276, J. Homery, 23rd June—Yokohama 17th June, Mails and General—Messageries Maritimes.
DON JUAN, Spanish steamer, 654, J. M. Marquet, 24th June—Amoy 22nd June, General—Brando & Co.
CAMORTA, Dutch steamer, 1,290, T. Oreille, 24th June—Amoy, and Swatow 23rd June, General—Jardine, Matheson & Co.
DE BAY, British steamer, 1,087, Joseph Lee, 24th June—Saigon 20th June, Rice—Adamson, Bell & Co.
ANERLEY, British steamer, 1,256, Strachan, 24th June—Saigon 20th June, Rice—Siemssen & Co.
CHINKIANG, British steamer, 799, S. M. Orr, 24th June—Shanghai 20th June, General and Cargo—Siemssen & Co.
FOKIEK, British steamer, 509, J. C. Abbott, 24th June—Tamsui 22nd June, and Amoy 23rd June, General—D. Lapaik & Co.
MENMUR, British steamer, 1,247, W. Ellis, 24th June—Adelaide 23rd May, Sydney 24th June, General—Siemssen & Co.
COCKCHAPER, British steamer, 1,487, C. Maigre, 24th June—Shanghai 21st June, General—Adamson, Bell & Co.
ORESTES, British steamer, 1,223, Webster, 25th June—London 14th May, and Singapore 19th June, General—Butterfield & Swire.
VORWARTS, German steamer, 611, Boysen, 25th June—Touzon 22nd June, General—Wieler & Co.
HAINAN, British steamer, 390, W. Willis, 25th June—Haiphong 22nd June, and Helow 24th, General—Halong.
EUXINE, British steamer, 677, J. B. Peters, 25th June—Melbourne 18th May, Coals and General—Geo. R. Stevens & Co.
ELECTRA, German steamer, 1,161, E. Kaler, 25th June—Saigon 21st June, Rice—Siemssen & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Camorta, Dutch steamer, for Saigon.
Orestes, British steamer, for Swatow.
Atholl, British steamer, for Amoy.
Emeralda, British steamer, for Manila.
Great Admiral, Amer. ship, for San Francisco.
De Bay, Dutch bark, for Manila.
Stamboul, British steamer, for Saigon.
Fanile Skofield, American bark, for Manila.

DEPARTURES.

June 24, *Oceanic*, British steamer, for Foochow.
June 24, *Nam-yan*, French str., for Hoilow.
June 24, *Albatross*, German steamer, for Fokien.
June 24, *Bellerophon*, British str., for Singapore.
June 24, *Euxine*, British steamer, for Saigon.
June 24, *Vittoria*, Chinese str., for Canton.
June 24, *Hainan*, British steamer, for Canton.
June 25, *Yung-ching*, Chinese str., for Canton.
June 24, *A. & W. C.*, Dutch bark, for Manila.
June 25, *Atholl*, British steamer, for Swatow and Amoy.
Per *Emeralda*, str. from Amoy—Messrs. A. C. Sauer, P. J. Marshall and servant, and 241 Chinese.
Per *Don Juan*, str. from Amoy—Don Francisco Roman, Don Manuel Roman, and 254 Chinese.
Per *Menzaleh*, str. from Yokohama—Mr. and Mrs. Galland, Mr. Kanderline, 6 Europeans in steerage, and 1 Chinese.
Per *Camorta*, str. from Amoy, &c.—Mr. Lait, and 389 Chinese.
Per *De Bay*, str. from Saigon—4 Chinese.
Per *Orestes*, str. from London, &c.—Mr. Samuel, and 390 Chinese.
Per *Fokien*, str. from Tamsui, &c.—Mr. Bain, and 11 Chinese.
Per *Chinkiang*, str. from Shanghai—Messrs. Behre, Denning, Clyma, and 23 Chinese.
Per *Menmur*, str. from Adelaide, &c.—Mr. J. A. Cameron, and 171 Chinese.
Per *Euxine*, str. from Melbourne—48 Chinese.
Per *Hainan*, str. from Haiphong, &c.—12 Chinese.
Per *Vorwarts*, str. from Tounon—60 Chinese.

REPORTS.

The British steamship *Exmouth* reports left Melbourne on the 18th May. Had fine weather throughout the passage.
The Dutch steamship *Camorta* reports left Amoy, and Swatow on the 23rd instant. Had fine weather and calm sea.
The British steamship *De Bay* reports left Saigon on the 20th instant. Experienced fine weather throughout the passage.
The British steamship *Emeralda* reports left Amoy on the 22nd instant. Had light southerly winds and fine weather throughout the passage.
The French steamship *Menzaleh* reports left Yokohama on the 17th instant. Met a steamship off Satano Misaki, supposed to be the *Euphrates*.
The British steamship *Anurly* reports left Saigon on the 20th instant. Had calm and light airs, varying from N.E. to S.E. the whole passage.
The British steamship *Chinkiang* reports left Shanghai on the 20th instant at 11 p.m., and arrived in Hongkong on the 24th. Had light S.W. wind and fine weather throughout. On the 21st, passed the steamship *Pekin*, from Hongkong to Shanghai, off Hecchu Island.
The British steamship *Fokien* reports left Tamsui on the 22nd instant, and Amoy on the 23rd. Had light S.W. winds and fine weather throughout. The steamship *China* left Amoy at 1 p.m. on the 23rd for Tamsui, the Company's steamer *Kwangtung* at 4 p.m. for Foochow, and the steamer *Namoa* at 6 p.m. for Swatow.
The British steamship *Hainan* reports left Haiphong on the 22nd instant, at 1.40 p.m., and outside the river bar spoke the French steamer *Villa de Strasbourg*, bound to Haiphong. Had very fine weather with light S.E. breezes to Hoilow, where arrived at 5.30 p.m. on the 23rd. Left again for Hongkong, and had beautiful weather with light S.E. winds to port. Arrived in Hongkong at 10 a.m. on the 25th.
The British steamship *Albatross* reports left Adelaide on the evening of the 23rd May, and Sydney on the 31st at 8 p.m., and calling at Brisbane, Townsville, Cooktown, Thursday Island and Port Darwin, left the latter port at 7 p.m. on the 15th inst., and arrived at Hongkong at 5 p.m. yesterday, making the passage from Port Darwin in 8 days at 23 hours. Experienced fine weather and variable winds to Brisbane; thence to Banka Straits had moderate fresh S.E. breeze; thence to port had calm and fine weather. The ship *Newcastle* has become a total wreck on Miley Island Reef off Calross Island.

SHIPPING IN HONGKONG.

STEAMERS.

ALBAY, British steamer, 365, F. D. Goddard, 22nd June—Taiwan 19th June, Amoy 20th, and Swatow 21st, General—D. Lapaik & Co.
ANTONIO MUNOZ, Spanish steamer, 527, R. Osoro, 23rd June—Manila 20th June, General—C. M. S. N. Co.
BELLONA, German steamer, 789, W. Schaefer, 20th June—Saigon 16th June, Rice—Siemssen & Co.
CITY OF RIO DE JANEIRO, American steamer, 2,275, W. B. Seabury, 14th June, San Francisco 17th May, and Yokohama 8th June, Mails and General—P. M. S. S. Co.
DOUGLAS, British steamer, 982, S. Ashton, 23rd June—Fookchow 22nd June, Amoy 21st, and Swatow 22nd, General—D. Lapaik & Co.
EURENFEIS, British steamer, 4,588, Fischer, 22nd June—Saigon 18th June, Rice—Melchers & Co.
FERONIA, German steamer, 1,115, F. Nagel, 20th June—Nagasaki 15th June, Coals—Siemssen & Co.
JORGUE JUAN, British steamer, 522, Thebaud, 21st June, Manila 19th June, General—Russell & Co.
LYUNG, Annamite steamer, 150, Chun, 19th June—Touzon 15th June, General—Chinkiang.
LIDO, British steamer, 620, Lewis, 22nd June—Haiphong 19th June, General—Adamson, Bell & Co.
MARIE, German steamer, 704, Hohlmann, 23rd June—Hamburg 22nd May, and Singapore 24th June, General—Siemssen & Co.
MEDUSA, Austro-Hungarian steamer, 1,775, J. Ragusin, 18th June, Trieste, and Singapore 12th June, General—Melchers & Co.
MONGKUT, British steamer, 858, P. H. Loff, 21st June—Bangkok 16th June, General—Yuen Fat Hong.
NAPLES, British steamer, 1,474, G. Willis, 20th June—Saigon 16th June, Rice—Geo. R. Stevens & Co.
PASIO, Spanish steamer, 360, Don Leoncio Aguirre, 14th June—Manila 10th June, Balast—Remedios & Co.
SEA CITY, American steamer, 487, Hayden, Nov. 24th—China Traders Insurance Co.
SHERARD OSBORN, British steamer, 875, Worcester, 24th June—Shanghai 5th June, and Fookchow, Telegraph Cable—E. E. A. & C. Telegraph Co.
TEBE, Austro-Hungarian steamer, 1,166, G. Scarpa, 23rd June—Singapore 16th June, General—Melchers & Co.
VESPASIAN, British steamer, 791, Alfred Speller, 16th June—Saigon 11th June, Rice and Paddy—Captain.

SAILING VESSELS.

ABDIE CARVER, American bark, 983, Pendleton, 15th April—Newcastle, N.S.W., 21st Feb. Coals—Siemssen & Co.
ADELIA CARLETON, American bark, 593, Grant, 27th April—Newcastle, N.S.W., 24th Feb. Coals—Arnhold, Karberg & Co.
ADOLPH ORBIO, American ship, 1,443, Staples, 29th May—Cardiff 14th January, Coals—Russell & Co.
ALBYN'S ISLE, British bark, 360, C. Burgess, 17th June—King George's Sound (W.A.), 1st May, Sandalwood—Gilman & Co.
ALVA, Portuguese ship, 632, E. de Souza, 12th May—Rajang 21st April, Timber—Brando & Co.
AUGUSTE, French bark, 83, Le Breton, 9th June—Newport 25th October, Coals—Carlows & Co.
BELLE OF OREOON, American bark, 1,110, E. Mathew, 6th June—Newcastle 12th April, Coals—Borneo Co.
CARL, German bark, 335, J. Hansen, 24th May—Bangkok 7th May, General—Captain.
CENTENNIAL, American ship, 1,286, C. H. Labbits, 27th May—Liverpool 16th January, Coals—Captain.
CHANDERNAGOR, German bark, 643, Sachse, 19th June—Touzon 14th June, Coals—F. Blackhead & Co.
CHANNEL QUEEN, British bark, 609, Le Lacheur, 18th May—Chefoo 22nd April, General—Ed. Schellhass & Co.
C. D. BRYANT, American bark, 929, J. P. Butman, 23rd May—New York 24th January, Kerosene Oil—D. Lapaik & Co.
DIO FILI, Austrian bark, 617, D. Bernethel, 30th April—Newcastle, N.S.W., 12th March, Coals—G. R. Lammert.
ELISE, German ship, 1,348, W. Bohns, 6th June—Cardiff 6th February, Coals—Messageries Maritimes.
FANO, Danish bark, 227, M. N. Mortensen, 29th May—Newchwang 5th May, Beans—Ed. Schellhass & Co.
FANNIE SKOLFIELD, American bark, 1,024, C. S. Dunning, 7th June—New York 30th Jan., Kerosene Oil—D. Lapaik & Co.
FRIEDLANDER, German ship, 1,584, J. Bellmer, 17th June—Cardiff 7th February, Coals—Captain.
GERD HEYE, German bark, 376, Ed. Ladewig, 15th June—Chefoo 29th May, General—Ed. Schellhass & Co.
GUAM, British 3-m. sch., 400, Wm. Mams, 9th June—Kurrachee 3rd April, General—Borneo Co.
GREAT ADMIRAL, American ship, 1,576, B. Thompson, 12th May—Cardiff 11th January, Coals—Captain.
G. C. TRUANT, British ship, 1,539, Thomas, 14th June—Cardiff 7th February, Coals—Captain.
H. UPKAMP, German bark, 427, T. G. Weber, 18th May—Newchwang 28th April, General—Carlows & Co.
HYDRA, German bark, 799, Binge, 14th June—Cardiff 6th February, Coals—Arnhold, Karberg & Co.
IDA, German ship, 1,398, W. Schneider, 17th May—Swatow 14th May, Sugar—Arnhold, Karberg & Co.
JOHN WEBSTER, American bark, F. A. Houghton, 11th Feb.—Newcastle, N.S.W., 19th Dec., Coals—Russell & Co.
KARL, German bark, 382, E. Krafft, 8th May—Newchwang 22nd April, Beans—Ed. Schellhass & Co.
LOUISA, German 3-m. sch., 245, Schlerloch, 2nd Jan.—Whampoa 31st Dec., General—Captain.
MACOIC, British bark, 214, S. Wm. White, 18th May—Macassar 6th March, Rattans—Russell & Co.
MCLAURIN, American ship, 1,330, J. H. Little, 17th May—Newcastle, N.S.W., 21st March, Coals—Ed. Schellhass & Co.
MILTON, Norwegian bark, 463, J. J. Kroger, 15th June—Chefoo 1st June, Beans and Vermicelli—Order.
NARDOD, British bark, 379, J. F. Morrison, 9th June—Swatow 14th May, Sugar—Arnhold, Karberg & Co.
RESOLUTE, American ship, 1,640, Sackels, 22nd May—Newcastle 24th March, Coals—Russell & Co.
SPARTAN, American schooner, 85, Ch. Vincent, 30th May—Swatow 24th May, Ballast—W. H. Ray.
THREE BROTHERS, Brit. bark, 366, H. Kahleke, 17th June—Quinhon 7th June, General—E. Ly.
TWILIGHT, American ship, 1,265, W. C. Ward, 14th June—Newcastle, N.S.W., 14th April, Coals—Adamson, Bell & Co.
WAGRAM, German schooner, 179, A. Dibbern, 4th June—Newchwang 18th May, Beans—Wieler & Co.

Intimations.

THE HALL & HOLTZ, CO-OPERATIVE COMPANY.

CAPITAL.....Tls. 300,000
IN 6,000 SHARES OF Tls. 50 EACH.
1,000 SHARES ARE RESERVED IN PART PAYMENT TO THE VENDORS, AND THE BALANCE IS OFFERED TO THE PUBLIC FOR SUBSCRIPTION.
Payments—Tls. 10 per Share on Application; Tls. 15 per Share on Allotment; Tls. 25 per Share Three Months after Allotment.
Where no Allotment is made the deposit will be returned in full.

PROVISIONAL COMMITTEE.

F. W. LEMARCHAND, Esq. E. W. RICE, Esq.
J. S. EZEKIEL, Esq. F. W. GALLIS, Esq.
JOHN MORRIS, Esq. G. MCBAIN, Esq.

BANKERS.

THE AGRA BANK, LIMITED.

LEGAL ADVISER.

R. E. WAINWRIGHT, ESQ.

AUDITOR.

GEO. R. CORNER, ESQ.

ABRIDGED PROSPECTUS.

THIS Company is formed for the purpose of acquiring, developing and largely increasing the business of Messrs. HALL & HOLTZ, and of conducting the same, so far as the Shareholders are concerned, upon the Co-operative principle. With this view the Provisional Committee have arranged to acquire the leasehold store and premises in the Nanking and Szechuen Roads and the freehold manufactory and godown in the Yuen-Ming-Yuen and Soochow Roads, together with the plant, machinery, fixtures, stock-in-trade and goodwill of the Firm's business, upon very advantageous terms.

The following are the principal departments of the business as at present carried on, viz:

Household and General Stores, Wines, Spirits and other liquors, Bakery, Tailoring and Gentlemen's Outfitting, Drapery, Ladies' and Children's Outfitting, Fancy Goods, Furnishing and General Upholstery.

Each branch of the business is in good working order, and well provided with all requisite fixtures and plant, while the stock is large and suitable, and the present staff of assistants is thoroughly well qualified.

To add production in the furniture factory, powerful steam wood-working machinery has been ordered and may shortly be expected from Europe.

The gross returns of the Firm's business during the four years ended the 31st of March, 1883, have averaged about \$100,000 per annum, while the average annual profit during the same period has, after making ample allowance for bad debts, been over \$40,000.

Messrs. AUGUSTUS WHITE and GEORGE R. CORNER have certified to the above figures.

While the averages mentioned above are for a period of four years, the business done during the latter two of those years shows a marked increase, the profits for the two years ended the 31st of March 1883 being over \$100,000, or about \$20,000 in excess of the previous two years.

The accounts for the year ended 31st March, 1883, have not yet been fully made up, but the Day Books for the last six months of that year show Net Sales of \$178,137.97, against \$166,477.64 for the corresponding period of the previous year, being an increase of \$11,660.33.

The net profits of the business of the Company will be applied in the first place to paying interest to the Shareholders upon their Capital at the rate of 10 per cent. per annum, and of whatever surplus may remain one-third will be applied in such way as the Shareholders shall from time to time determine, and the remaining two-thirds will be divided among those Shareholders who are contributors of business, *pro rata*, according to the amount of business contributed by each during the year in respect of which the distribution is made.

The purchase price to be paid for the land, buildings, plant, steam and other machinery, fixtures, and goodwill appertaining to Messrs. HALL & HOLTZ' business has been fixed at the sum of Tls. 150,000, in part payment of which sum the vendors are prepared to accept Tls. 50,000, in fully paid up shares in the Company and two-thirds of the balance by equal instalments, 12 and 18 months respectively from the formation of the Company, thus leaving only Tls. 33,334 to be paid down. The unpaid purchase money will bear interest at the rate of five per cent. only, and the Directors will have the option of participating any payment of principal should they think fit to do so. The Vendors are prepared to dispose of their stock, all of which has been expressly imported for the business, and is in good condition, at its cost, as laid down in Shanghai. Its estimated value is about Tls. 125,000. Power will be taken in the Deed of Settlement to increase the Capital of the Company should such increase, at any future time, appear to the Shareholders desirable.

The present members of the Firm of HALL & HOLTZ have agreed to remain in the Company's service for at least three years, and to do their utmost to further its interests.

The Agreement of sale and the draft Deed of Settlement are open for inspection at the Office of the Company's Legal Adviser.

Prospectuses and Forms of Application for Shares can be obtained from Messrs. HALL & HOLTZ, or from the Company's Bankers.

Application for Shares, at Hongkong or Fookchow, can be made to

Messrs. GILMAN & Co.

Agents of the Agira Bank.

June 19th, 1883.

Intimations.

HONGKONG HOTEL.

HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.
He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR CUTTING.

SHAVING.....50 Cents.
TRIMMING BEARDS.....25 "

LADIES' HAIRDRESSING SALOON.

Mr. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.
Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:

EVERY DAY.....\$4.00 Per Month.
EVERY OTHER DAY.....\$3.00
TWICE A WEEK.....\$2.00

Mr. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and is prepared to supply the same at prices which will compare favorably with those of any other establishment.

The Saloon is cool and airy, being supplied with Fankha, and the "Iced Shampoo" is the greatest luxury of the day.

The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a tonsorial operation.

HAIR MOST CAREFULLY RESET.

Hongkong, 12th June, 1883.

THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE.

CIGARS of all Brands, Imperiales, Caballeros, Vegueros, Regalins, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCO of all Brands, at moderate prices. FANCY GOODS from the Parisian Markets, Meerschaum Pipes, Jewellery of Choice Designs. Sun Hats, &c., &c. Commissions Executed.

JOSE M. BASA.

No. 51, B, QUEEN'S ROAD, CENTRAL, Hongkong, 1st May, 1883.

SPECIAL NOTICE.

TO ADVERTISERS.

SHIPPING FIRMS, INSURANCE COMPANIES, COMMERCIAL HOUSES, and ADVERTISERS, generally, are informed that arrangements have now been completed to issue daily in connection with all

ADVERTISEMENTS INSERTED IN THE "HONGKONG TELEGRAPH" EXPRESS FREE OF CHARGE.

As the scale of charges in the *Hongkong Telegraph*, which has a guaranteed circulation of FIVE HUNDRED COPIES

is fixed at an exceedingly low rate, the attention of Advertisers is directed to the many advantages offered by this journal as a General Advertising Medium, and the support of the Mercantile community and the public generally is respectfully solicited.

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 25, 1883.

The extremely unsatisfactory manner in which the government contracts for the carrying out of the extensive public works of this Colony are manipulated and arranged has long been a theme of discussion amongst those of the community who take a more than passing interest in the affairs of Hongkong. It is universally acknowledged that the existing system, as it is actually carried out, is a radically bad one, opposed in principle to government policy, and in some respects at least, a wretched relic of those bygone days when the first duty of a government official was to feather his own nest at the expense of a paternal country. We believe we are correct in assuming that all our local government contracts are supposed to be thrown open to public competition, on the same broad principles introduced into the Admiralty a few years back by the Right Hon. W. E. BAXTER. When the member for Montrose, who as every one knows is the head of the world renowned Dundee manufacturing firm of BAXTER AND SONS, became Under Secretary to the Admiralty, he was not long in discovering that the department was a hot-bed of chicanery and corruption. The placing of the immense coal and other contracts had been quietly manipulated by certain officials at Whitehall Gardens who favored those who bribed highest for the privilege. In the hands of an experienced man of business like Mr. BAXTER, gross abuses were quickly laid bare, and the rottenness of the entire system completely exposed. A searching investigation was instituted which ultimately led to several of the worst of the corrupt officials being relegated to the Old Bailey and from thence, in due course, to penal servitude; and what was perhaps more to the purpose, the establishment of a system which threw all contracts open to the public, the final selection being left to a specially appointed Board of responsible officers. Mr. BAXTER'S innovation saved the country several hundred thousand pounds per annum, and at the same time greatly improved the efficiency of the service. It is generally believed that this system is strictly adhered to in placing all contracts for Government works in Hongkong; but that can hardly be, excepting in theory, otherwise the hints and suggestions which are constantly current as to certain officials "arranging" contracts with their friends for a consideration, would scarcely be so generally accepted in well informed circles, as matters of fact. Ill-natured gossip must always be expected in a colony constituted like this and in most cases may be laughed at and ignored; but as there has no doubt been good foundation in the

past for similar rumours to those to which we have just alluded, it is really no marvel that, in view of the anything but straightforward and business-like manner in which the Government contracts are managed, suspicions should be aroused and finally become ordinary subjects of conversation in business and social circles.

We frequently observe in the *Government Gazette*, notices inviting tenders for government contracts, which would seem to indicate that everything is carried out independently and impartially and with the interests of the Colony solely in view. This, however, may be altogether deceptive. In the first place the weekly government sheet is not read by the general community, so that these contracts are not given that amount of publicity which their general importance renders necessary. And secondly, a searching investigation into the mode in which the tenders are finally dealt with reveals a great deal that is the reverse of satisfactory. It would be interesting to the community to know how such large contracts as the Causeway Bay Breakwater and the Tsimshui Water Works were arranged. A few weeks ago the *China Mail*, in dealing with the subject of Government contracts, asserted with some degree of authority that, as a general rule, the Government paid something like fifty per cent. more to the contractors than private firms would pay for the same work. We have no means of knowing on what grounds our contemporary made this statement, but it may be fairly assumed that what is in reality a most serious charge against the Government would not have been made without sufficient justification. At all events an authoritative assertion in a public newspaper which directly challenges the policy of the Government, and very broadly, although indirectly, impugns the bona fides of certain government officials, is of far too startling a character to be conveniently ignored. The authoritative statements made by the *China Mail* should be made the subject of a thorough investigation in the interests of the public service. Public morality demands it. If the Hongkong Government is paying for its public works fifty, or even ten per cent. more than a private firm would pay, it is plainly evident that there is roguery somewhere, which should be unmasked. If the evening paper's information is inaccurate, it is the duty of the Government to give it a most unequivocal denial.

If Ruskin is to be believed—and we should say that his experiences of human nature have been extensive and varied—men have commonly more pleasure in the criticism which hurts than in that which is innocuous, and are more tolerant of the severity which breaks hearts and ruins fortunes than of that which falls impotently to the grave. In the matter now under discussion, however, we should be sorry to say one unjust word likely to wound the susceptibilities of any person concerned, or to use a single harsh expression which might tend to prejudicially affect personal interests. Still we have a duty to the public to perform, and notwithstanding our personal inclinations, we cannot ignore the truism that the public good is always to have precedence of private interests. In the face of the charge made by the *China Mail*—referred to above—and considering that the "squeezing" propensities of numerous government officials in relation to contracts have become a theme for every idle tongue in the colony, we feel justified in submitting to Sir GEORGE BOWEN that good grounds exist for a thorough and independent investigation into the entire system. It is little short of a scandal that the Government of Hongkong should by its supineness be open to the bare suspicion of cloaking roguery in any shape or form.

TELEGRAMS.

LONDON, 22nd June.
THE KHEDIVE AND THE MASSACRES
AT ALEXANDRIA.

Lord Randolph Churchill has written a letter declaring that he will forward to Mr. Gladstone a few days a circumstantial indictment, showing that the Khedive was the author of the massacres at Alexandria.

LOCAL AND GENERAL.

The visitors to the City Hall Museum for the week ended 24th June, were—European 202, Chinese 2,292, total 2,494.

In the libel case *Bulgin v. Fraser-Smith*, heard before Mr. Justice Russell to-day, a verdict was returned for the plaintiff, damages \$100 and costs. Our report of the trial will appear to-morrow.

FREDERICK BUCHER, a German seaman, has fined the sum of 50 cents by Mr. Woodhouse this morning, and further ordered to pay 50 cents to the "kicks" man for hire and damage done to his two-wheeler. The defendant it appears was not sober when he engaged the "kicks," and after regaling himself with a nice drive round town he refused to pay for his pleasure. The German "lar" parted with the cents like a brick.

SAYS the Shanghai *Courier* of the 20th inst.—The steamship *Triumph*, was examined yesterday by Mr. Warburg, Lloyd's surveyor, and divers under his direction, the result being that her hull was found to be undamaged, and the vessel in a fit state to proceed to sea. The *Kungwo's* cargo of tea was then transhipped to the *Triumph*, and the lorches were transshipping their cargo to-day. The *Triumph* will probably go to sea on Saturday.

We are glad to note that our observations the other day, respecting the sampans at Causeway Bay have already borne good fruit. On Saturday afternoon we paid a visit to this locality and found that the whole of the boats which had been ranged on Thursday night along the sands on the Shau-ki-wan Road had been removed. Around the Breakwater, which appears to be almost completely and is a very massive although strikingly ungainly structure, a large number of craft of various descriptions were anchored, and about a score of large sampans lay high and dry on what the evening "rag" describes as "a fine open expanse of water," but which is in reality a sea of mud. By the exercise of a small amount of judgment, what was undoubtedly a serious nuisance can be easily remedied without hardship or injustice to anyone. Nothing has yet been done to the Bowington Canal. The two or three feet of mud and sand, the accumulations of years, ought to be cleared away at once, and then the place would afford safe shelter in stormy weather for hundreds of small craft.

We (*Shanghai Courier*) learn on good authority that neither France nor China are desirous for war; but that their respective negotiators, M. Tricou and His Excellency Li Hung-chang, are now simply "bouncing" each other as to the terms of a settlement. France, we hear, demands that China shall pay to her the whole amount she has expended on the expeditions she has sent to Tongking; and Li Hung-chang fails to see that any action on China's part has caused France to spend any money in upholding her rightful position, and that French aggressions have not been provoked. M. Tricou evidently desires to place China in the dilemma of recognizing Tongking, not merely as a dependency of the Empire, but as one of its provinces, and in that case she would be responsible for an indemnity, while if she shirks this recognition she seems to fancy that France will have some show of right to treat Tongking as an independent state. At present there is no likelihood of any settlement being arrived at, and the suggestion has been made that Sir Harry Parkes should be asked to act as mediator.

The steamship *Althol*, Captain Thomson, which arrived here on Saturday evening last, reports that upon the day after leaving Singapore, the 18th instant, a Chinese passenger while in an unconscious state of mind jumped overboard. The occurrence was witnessed by a number of the Chinese passengers, who rushed to the side of the vessel and shouted "Hi, Ya!" The engines were stopped, and a boat lowered, but before this latter could be done, the third mate, Mr. Wotton, who was on deck at the time, doffed his hat, coat, and shoes and sprang from the stem of the steamer into the water with the intent to save the unfortunate man. The search with the boat which was lowered, and by the third mate, proving unavailing, the steamer after an hour's delay proceeded on her way to this port. The weather at the time was beautiful and the vessel going about ten knots. It seems, however, that the drowned passenger was an old man of about 60 years, a doctor by profession. He had tried to drown himself the morning before leaving Singapore but was rescued by the steamer's employees only to find a watery grave later on.

It is encouraging, says the *Japan Mail*, to notice the prosperity of the natives in the Dutch portions of Timor. Whereas the influence of Portugal has for a long time been steadily decreasing in her Eastern colonies, the settlements of Holland in Java and Timor have flourished amazingly. Thanks to the wise and liberal laws of the Dutch, the natives of their colonies are making rapid and constant progress in civilization; they are a contented, prosperous people, fond of their homes, and easily governed. Within the last few years the revision of the Penal Code has added much to the prosperity of the Javanese; and whilst crime and vice have notably decreased there has been a simultaneous development of moral instincts, such as one would scarcely expect in Malaysians. As a colonial nation the Dutch are far ahead of their old rivals, the Portuguese, and their Eastern settlements are a standing reproach to the shabby gentility of Macao and Goa. Portugal wants money badly, and if Spain is willing to sell the island of Mindanao to Belgium, there is no reason why the whole of Timor should not pass into the hands of the Dutch.

A RUSSIAN newspaper relates a visit paid by one of its staff to a family consisting of a father and two sons, who, for some unexplained reason, have elected to renounce civilised life and its customs, in order to live in dens as savages. These three singular individuals are not, it is alleged, insane; but their conduct would certainly lead to the conclusion that they are no longer rational-minded beings. They were formerly in comfortable circumstances, and established in the village of Tchikart as carpenters. On a sudden they disappeared, however, and after a time their relatives discovered their retreat in a wood, where they had constructed a hut, in the floor of which three holes were burrowed, used by them to sleep in. Their personal appearance had undergone as great a change as their manner of living. Hair and nails had been allowed to grow, decent raiment had been exchanged for skins, and when addressed, instead of replying in intelligible language, they "howled like maniacs." The Russian journalist says that he was nearly regretting the curiosity that prompted him to visit the "savages," for on his appearance they threw themselves upon him and attempted to bite.

A CONVOCATION of Emergency of United Chapter, No. 1341, will be held in Freemasons' Hall, Zealand Street, this afternoon at 5 for 5.30 precisely.

We note that His Excellency Li Hung-chang paid a visit to Sir Richard Rennie, Her Majesty's Chief Justice in Shanghai, at the Supreme Court of that settlement, on the morning of the 20th instant.

UN ATUNG, described as a hawk, faced Captain Thomsett this morning on a charge of stealing a box of cigarettes valued at \$4 last Saturday. Un stated in his defence that he was very poor and wished to be sent home. His Worship on finding that the culprit was a leper ordered him to be sent to Canton.

JOHN BARTER, of Enghed, described as a soldier, appeared before Captain Thomsett this morning on a charge of resisting and assaulting the police in the execution of their duty yesterday. Mr. Barter was given into custody by two Portuguese clerks who refused to walk up to the station. The defendant got wild about his 'being arrested and went for the Panjaube constable who at once blew his whistle for assistance. Barter said that he was only showing his stick to the valiant Panjaube but did not actually strike him. Another "peeler" testified to seeing the soldier strike his countryman. His Worship fined the soldier in the sum of \$2, which the warrioranted up and quitted the "sheep-pen."

JUST as the Clock in the Tower struck 11 o'clock this forenoon an alarm of fire rang out, indicating that an outbreak of the fire demon had taken place in an easterly direction. At Wanchai was the place signalled, we wended our way through the moving mass of people and arrived on the scene, No. 61, Wanchai Road, just in time to behold a decayed block of buildings, consisting of three small two-storied houses, the centre one of which had been burnt down. We noticed the Government and Volunteer Fire Brigades quickly taking up position on the Praya-side where No. 7 hand engine was already pouring a volume of water on the burning mass. A detachment of the "Buffs" were ordered out to the Murray Barracks, and, thanks to their energetic exertions, the fire was promptly got well in hand. We noticed a number of soldiers on the adjoining roof to the burning house, working very hard in assisting to extinguish the voracious element, but they were wisely ordered down by the Superintendent who thought their position was rather perilous. But for the timely aid of "The Buffs" we think the fire king would have quickly extended its destructive work to the neighbouring thickly crowded houses, and thence to the various coal godowns which are in close proximity to the scene of the fire. In one instance as the front wall was being pulled down, the rope was handled so shortly that the debris threatened to fall on the people, the bricks rolling up to the opposite footpath with a crash where a throng of on-lookers were standing. The house which was destroyed was occupied by hawkers and coolies and it is believed that kerosene oil was retained on the premises although the house had no license. Through some accident with the kerosene, fire broke out in the basement floor which quickly spread to the staircase and thence to the wooden floor above. A man who was inside, finding the stairs taken hold of by the element, endeavored to escape from the back of the house, but as all parts of the building were aflame the poor fellow jumped out of the window as soon as he felt his eye brows and queue were being licked by the flames. The man was borne in a chair to the Tung Wah Hospital as he severely damaged both his ankles and right arm. When our reporter left the fire was completely mastered, only a few firemen being left on the spot in case of its breaking out again as there was still a little smoke issuing from the smouldering heap.

CHIARINI'S ROYAL ITALIAN CIRCUS.

Signor Chiarini's talented troupe gave their opening performance on Saturday last in the large marquee at Bowington, East Point. Favoured by excellent weather the ever popular Chiarini was welcomed back to the scene of his many triumphs by a large audience, which was mostly composed of the European residents. There could not have been much less than four thousand people present on Saturday night, and from the frequent applause accorded the various performers, they were evidently highly delighted with the excellent and varied programme placed before them. In a future issue we will give in detail the wonders of the animal world to be seen in Chiarini's Circus, and in the meantime will content ourselves with describing Saturday night's show. Punctually at gun-fire Herr Von der Mehden started the overture which was very well performed, the scratch-crowd of musicians doing themselves credit, their efforts far surpassing in merit the execrating and inharmonious sounds we were treated to when last they played together. The comet solo of Mr. Mehden was played in a manner worthy of that gentleman's deservedly high reputation, the applause which followed plainly showing that the Hongkong public are ever ready to appreciate high-class musical talent. There can be no doubt that Mr. Mehden's comet playing is an attractive item in the programme. In the Olympic games Mesdames Emma Stoodley, Isida, Annetta and Elise Onzalo showed great cleverness on horseback in tilting at the ring and the decapitation trick, and were much applauded at the conclusion of their exhibition. The Wallhalla brothers in their comicalities created a good impression which was strengthened by their not giving the audience too much of a good thing. Mr. Charles Stoodley in the "Three Nations" scene, England, Ireland, and Scotland, (which trick act was performed by the renowned Fred Watson on the occasion of Chiarini's last visit here) gained great applause for his daring horsemanship. Mr. Gilbert Samoy and Mlle. Elise Onzalo as the dancing quakers were well

received and caused roars of laughter by their eccentric antics. Mr. Samoy is a much improved artist since he last showed his very characteristic "phiz" at Bowington. After Miss Emma Stoodley had given a very finished exhibition of costume riding, Mr. Garnett, the man serpent twisted and turned his body into all manner of shapes, and clearly showed that whatever bones he may have in his body are of a very flexible nature. In the concluding half of the programme the Goodrich family in their "kitchen concert" obtained deserved applause for the music they produced from a collection of kitchen and household utensils; the antics of the long-haired rooster who led the kitchen orchestra causing great amusement, while the youngest member of the troupe showed great agility in handling his drumsticks. On the appearance of Signor Chiarini and his magnificent horse, "Duke," the popular veteran and his steed were received with loud applause which was kept up as the docile animal obeyed the slightest sign of his master, waiting, and dancing jigs in an admirable manner. The Onzalo family showed themselves to be clever athletes on the horizontal bar, the concluding act of Mr. Isidore Onzalo being a splendidly executed exhibition of skill and daring. Master Madigan, a youth of about ten, appeared mounted on two bare backed ponies as the "Courier of Pegasus" and showed himself to be a capital and fearless rider. The little fellow had a nasty fall on the wooden portion of the ring and from the look of pain which crossed his face, as he came down flop, we were under the impression that he was badly hurt; however, we were glad to see the brave little chap mount his fiery and untamed ones and finish his act amidst great applause. The concluding farce was very laughable but was, if anything, rather lengthy. Before finishing our notice of the performance we must not omit to make special mention of Perry "The Droll," who is a clown of the old fashioned order. Mr. Perry worked hard during the whole of the evening and caused much laughter. An excellent show was brought to a close about half past eleven o'clock when the numerous crowd went for their "kicks," and "home, sweet home." We might mention that a refreshment "bar" would add much to the comfort of those who patronise the circus. Will some of our enterprising hotel keepers make a note of this, and act accordingly. By doing the amiable they will make much "sugar" and relieve many a thirsty soul. There will be another performance given this evening when a complete change of programme will be offered. We hope there will be a large "roll up."

HEAVY TYPHOON ON THE COAST.

NARROW ESCAPE OF THE STEAMER "NINPOO."

The Rev. Père Deschereux, S.J., Director of the Observatory at Szeval, gave us warning on the 18th inst. that a typhoon was raging in the South, between the islands of Formosa and Loochoo. The steamer *Ninpo*, Captain Cass, put into Shanghai yesterday to repair damages, having experienced the full force of the typhoon of which warning was given by the Rev. Père Deschereux; and it will be seen from the particulars we have gathered of her voyage that it is little less than marvellous that her commander has been able to keep her afloat. She was on a voyage from Hongkong to Yokohama with a cargo of sugar. She left the former port on the 6th instant, and from the morning of the 8th till the 15th, with the exception of a day or so that she sought shelter at Amoy, she was battling with the fury of a gale, of hurricane force, and a high sea. Everything movable on her decks was washed away; her cabins, saloons, and galley were deluged; while tons of water poured into the engine-room. At one time there were more than three feet of water in her hold, or rather a mixture of water with the drainings from her cargo of sugar, badly refined molasses, and water was pouring in from every heavy sea, the iron houses on deck round the engine room having been started and the adjoining cabins occupied by the engineers stove in, so that high waves had free ingress to the engine room. But by keeping all the pumps constantly at work, and by running the vessel before the wind, and by heaving her to, as it was advisable according to circumstances, and by jettisoning B tons of her cargo, she was kept afloat, and came into Shanghai yesterday to repair damages before proceeding on her voyage to Yokohama. She is now moored alongside the Hongkong Wharf. A large portion of her cargo has already been discharged, and as soon as it is all out of her it is expected that she will be thoroughly overhauled and her repairs executed.

The typhoon came up from the South and the *Ninpo* had her worst experience of it to the east of Formosa. In the opinion of one of her officers it then travelled in a north easterly direction towards the Japan seas, while we note that the Rev. Père Deschereux states that it passed northward about midway between Shanghai and Nagasaki, and dispersed in the Yellow Sea.

Through the kindness of the officers of the *Ninpo*, we have been enabled to make the following extracts from her log:—
Left Hongkong for Yokohama at 9.30 a.m. on the 6th, with strong winds from the East to North-East and high sea. Bar. 29.90. On the 7th the wind gradually freshened to a moderate easterly gale; the barometer remaining steady. On the 8th the wind increased to a heavy N.E. gale. At 7 a.m. a heavy sea broke over the ship sweeping decks, funnels and all carrying away the water closets, head-cabin gangways, ladders, and all the office cabins and saloons with water. At 7 p.m. wind in lat. 25 N. and long. 120 E. the gale increased with every appearance of its continuing.

Put back for Amoy, where we arrived at noon on the 9th. Took in coal and fresh water, and sailed again on the 10th, with strong breeze from the N.E. Barometer 29.85. On the 11th there was an increasing breeze and sea, the wind veering round to the eastward. On the 12th it was blowing a strong gale N.E. by E. the wind hauling round to E. and E.S.E. Bar. 29.90. A strong gale and high confused sea was experienced all day. At 4 a.m. on the 13th, the wind had changed to E., and increased to hurricane

force. Heavy seas swept over the vessel, carrying away deck cargo, poop ladders and rails, ice chest and everything movable, and also filling the galleys and cabins. But the engines slow and drove ship to sea heading E.N.E. The vessel lay rolling heavily. Bar. 29.92. At 7 p.m. blowing terrific hurricane, with heavy seas sweeping the decks in the most dangerous manner, starting the deck-houses round the stoke-hole, and sending large quantities of water into the stoke-hole and on the top of the boilers. Finding the ship could not float much longer, but her before the wind, when she made better weather, but still shipped large seas. The same weather continued during the night. At 5 a.m. on the 14th, weather moderating a little, brought the ship to the wind, heading E.N.E., the vessel labouring heavily, and all shipping heavy seas. Weather still moderating, at 2 p.m. put engines full speed. Strong gale and sea increasing very rapidly. Bar. 29.88. On the 15th wind easterly, increasing gale, very high sea; at 3.20 a.m. gale blowing with hurricane force, with a very heavy sea, sweeping the decks fore and aft; mess-room and second engineer's room stove in. Put the ship before the wind. At 5.30 a.m. shipped a very heavy sea, starting the iron houses round the engine-room, sending tons of water into the engine-room. Shored up the engine-room inside with spars. At noon, gale increasing with very high sea. Boats washed out of the docks, but they were secured. Bar. 29.80; wind heavy E.N.E. At 1.30 p.m., wind falling light, and hauling to the E., with falling barometer. The weather looking very threatening, commenced to lighten ship, and 80 tons of sugar were thrown overboard. At 4 p.m., Bar. 29.65; the lowest reading. At 8 p.m. hove to for the night, with thick weather; the wind hauled from E. to S.S.E. and S. At 7 a.m. on the 16th, the weather was gradually moderating. Sighted Video at 7.30 a.m., and anchored off Kluantan Lightship at 7 p.m. same day, and arrived at Shanghai yesterday. —*Shanghai Courier*.

SHANGHAI.

A few days ago the Custom House officers at Hankow, seized a quantity of powder that was being smuggled into that port by a passenger from Shanghai. The powder was in baskets, carefully concealed by clothing and other personal effects, and the impression was created that it was intended for the rebellious gang who have caused the Chinese so much trouble during the last few months; and the belief spread in the powder in small quantities had been smuggled in in the same way for them to a considerable extent lately.

At the recent fire in the French Consulate, there were few who rendered more active and valuable assistance than the inmates of the Seaside and German Sailors' Home. They worked with a will and by their praiseworthy efforts did much towards subduing the flames. Their services were brought to the notice of the Acting Consul General for France, who, through the superintendent of the institution, summoned them to the Consulate on Saturday last, complimented them on the courage they had displayed, and warmly thanked them for all they had done towards the preservation of life and property.

There seems to be some truth in the rumour that prevail that China intends to fight the French rather than consent to a dishonourable compromise in the settlement of the *Alcock* question. H. E. Mons, Titon, the French Minister at Peking, accompanied by the French Consul-General, and members of the Legation and Consular service, to the number of about a dozen, had an interview with His Excellency Li Hung-chang yesterday morning, the 6th inst. A detachment of the French Municipal Police, with fixed bayonets, acted as a body guard, and when they passed down the Bund they created quite a sensation. The interview was a long one, and it is said to have been attended with unsatisfactory results. As Mark Twain would put it, "French calm" prevailed.

The tea-steamer *Triumph*, which has been ashore in the Yangtze, below the Langhsan Crossing, since the 8th instant, came off this morning (June 19th). She has only one day's charge on her cargo, but, as nearly all her ballast, and some of the coal she had on board. She was towed off by the tug-boat *Fuk-Lo*. After coming off the bank, she touched ground again owing to her anchor, being so deep in the mud. Mr. Warburg, surveyor, and divers, have gone down to Woosung to examine her before she re-loads. The *Kungwo* has gone down to Woosung with the portion of the *Triumph's* cargo taken out of her by the former vessel, and its cargo brought here by the *Waverley* has been sent down in lighters. We hear that the *Triumph* has not received any damage to her hull, and if this turns out to be so, after she has been surged, she will re-load and proceed to sea in a day or two. —*Courier*.

The Imperial Commissioner, Li Hung-chang, without admitting the right of the Municipal Council to interfere with his suite making a row in the Settlements, has out of courtesy ordered his suite to fire off no more cannons as salutes in his honour.

We find from a letter from Père Deschereux that we misunderstood his communication to us on Saturday through the telephone. Our telephone is evidently not a very good medium of communication. It was very difficult to hear, and we repeated every word as we understood it, so on the other side, it must have been difficult to hear, and we were far from conveying a correct notion of the note sent to us. The following is what was intended to be conveyed to us:—"The storm of which warning was given last night passed Shanghai latitude at sunrise this morning, equal distance between here and Nagasaki. It went into the Yellow Sea, and seems to be dispersing there." Père Deschereux adds that the exactness of the information given by the Observatory has been fully confirmed by Nagasaki, and by the report of Capt. Dickson, of the steamer *Hagan*. Quoted in our supplement of Saturday. Whilst coming down from Chafso to Shanghai, he reports on the 15th "heavy swell from S.E. with fresh N.E. wind and falling barometer." "Anchored outside Shanghai during night, still strong weather strong N.E. wind, and very heavy S.E. sea." The typhoon for it was one, did not reach Nagasaki, any more than Shanghai, and the telegrams received from Yokohama and Saitama proved that it did not reach that far either. On the other part, in the wind in becoming steady here from the S.W. and faint, with a slow rise of the barometer and hot weather, with heavy rain, all that is an indication that the typhoon was dispersed not far from here. —*Mercury*.

HANKOW.

(FROM A CORRESPONDENT.)

There is very little news (as remaining in the market). The first crop may be said to be finished, and on the whole the results have not been satisfactory. Both buyers and sellers have complained of the way in which business has been conducted. The second crop is being gathered, and may be expected to arrive shortly. I hear that one native merchant has experienced great loss on a large crop of Ningchow, which he was compelled to sell at a loss of 75% per cent.

For Sale.

ECONOMY IN GAS.

SUGG'S FLAT FLAME BURNERS
GIVE A
SILENT WHITE FLAME
AND EFFECT AN ECONOMY IN GAS OF
30 per cent.
they can be readily attached to ordinary
Gasaliers and Brackets.

SUGG'S NEWEST BURNERS with Artistic
shades for DRAWING ROOM and DINING
ROOM.

LANE, CRAWFORD & Co.,
Agents for Hongkong.
ARTISTIC PORCELAIN MENU
STANDS.
HAND-ETCHED MENU AND NAME
CARDS.

LANE, CRAWFORD & Co.,
DEVOS'S NONPAREIL KEROSINE, 150
Degrees fire test, a perfectly safe Oil.

LANE, CRAWFORD & Co.,
Hongkong, 29th May, 1883. [340]

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 318,235.56
TOTAL CAPITAL and
ACCUMULATIONS, 31st
March, 1883.....Tls. 968,235.56

DIRECTORS.
E. D. HITCH, Esq., Chairman.
C. LUCAS, Esq., Wm. MEYERINK, Esq.,
A. J. M. INVERARITY, Esq., C. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.
LONDON BRANCH.
Messrs. BARRING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POICIES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
Underwriting BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premiums paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 25th May, 1883. [83]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

THE Underigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.
ARNHOLD, KARBURG & CO.,
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.
Agents,
ARNHOLD, KARBURG & Co.,
Hongkong, 15th June, 1881. [470]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL \$333,333.33.
RESERVE FUND.....\$70,848.27

BOARD OF DIRECTORS.
LEE SING, Esq., **LEE YAT LAY, Esq.,**
LO YOK MOON, Esq., **CHU CHIN NUNG, Esq.,**
MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

NATIONAL MARINE INSURANCE
ASSOCIATION, LIMITED.
The Underigned as AGENTS for the above
are prepared to accept RISKS on MER-
CHANDISE by STEAMERS and SAILING VESSELS
from Hongkong, China, and Japan to all parts
of the world.
For further information apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th May, 1883. [393]

Notices of Firms.

NOTICE.

I HAVE this day Established myself as
MERCHANT & COMMISSION AGENT
at this Port under the name of PO SHUN
YANG HONG 行洋順保
CHEONG QUAN SANG.
CHONG YUNE STREET,
街邊
Canton, 1st June, 1883. [407]

Auctions.

PUBLIC AUCTION

OF
ENGLISH AND CANTON-MADE
HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co., have received
instructions from R. COOK, Esq., to Sell
by Public Auction, at his Residence, No. 1,
Westbourne Villas, Bonham Road,
TO-MORROW,
the 26th instant, at Two O'CLOCK P.M.,—
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,

Comprising—
ENGLISH-MADE WALNUT DRAWING-
ROOM SUITE, WHATNOT, MARBLE-TOP
TABLES, MIRRORS, LACE—CURTAINS,
CARPET.

TUNING TABLE, MAHOGANY SIDE-
BOARD, GLASS, CROCKERY, and PLATED
WARE, BOOK CASES, FENDERS, and
FIRE IRONS, PICTURES.

BEDSTEADS with—SPRING—MAT-
TRESSES, LADY'S WARDROBE, CHEVAL
GLASS, MARBLE-TOP WASHSTAND and
DRESSING TABLE, INLAID TABLE and
CHAIRS.

Also,
A COTTAGE PIANO, by COLLARD and
COLLARD.
A Collection of Choice FERNS and FLOWER
POTS.

TERMS—Cash.
Catalogues will be issued, and the Furniture
on view the day previous to the Sale.
LANE, CRAWFORD & Co.,
Auctioneers.
Hongkong, 19th June, 1883. [485]

Intimations.

NEW WORKS.

TENDERS marked "Tender for Boat Slip"
will be received by the Underigned up to
4 O'CLOCK P.M. of 10th proximo, for Construction
of a NEW BOAT SLIP at the NAVAL YARD,
KOWLOON, according to Plan and Specification
which can be seen on application at the Store-
keeper's Office.
The right to reject the lowest or any Tender
is reserved.
WILLIAM HYNES,
Acting Storekeeper.
H.M. Naval Yard,
Hongkong, 23rd June, 1883. [500]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at the Company's Office, No.
45, Queen's Road, Victoria, Hongkong, on
THURSDAY, the 12th day of July, 1883, at
THREE O'CLOCK P.M., when the Resolution
Passed at the Extraordinary Meeting of the
Company held on the 19th day of June, 1883,
will be submitted for confirmation as a Special
Resolution.
By Order,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 20th June, 1883. [490]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at the Company's Office,
No. 45, Queen's Road, Victoria, Hongkong, on
THURSDAY, the 12th day of July, 1883, at 3-15
O'CLOCK P.M., when Resolutions will be
proposed that each of the existing Shares of the
Company be Divided into Five Shares of \$100,
upon each of which the sum of \$20, shall be
credited as paid up, and that the Memorandum
and Articles of Association be altered in accord-
ance therewith.
By Order,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 20th June, 1883. [491]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.
NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the CHINA TRADERS' INSURANCE COMPANY,
LIMITED, will be held at the Head Office,
Victoria, Hongkong, on **TUESDAY, the 3rd day**
of July, 1883, at FOUR O'CLOCK, in the
AFTERNOON, when the Resolutions which were
passed at the Extraordinary General Meeting of
the Company held on the 12th day of June, 1883,
will be submitted for Confirmation as Special
Resolutions.
By Order of the Board,
W. H. RAY,
Secretary.
Hongkong, 13th June, 1883. [461]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.
NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of TWENTY
per cent. upon Contributions for the year
1882 has this day been DECLARED.
WARRANTS may be had on Application at
the Office of the Society on and after the 21st
instant.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, 7th May, 1883. [400]

THE CHINESE INSURANCE COMPANY,
LIMITED.
NOTICE.

THE TRANSFER BOOKS of this Com-
pany will be CLOSED from the 25th to
the 30th inst. both days inclusive.
By Order of the Board of Directors,
J. BRADLEE SMITH,
Secretary.
Hongkong, 18th June, 1883. [481]

HONGKONG AND CHINA GAS COMPANY,
LIMITED.
THE TRANSFER BOOK of this Company
will be CLOSED from the 18th instant
until the 22nd proximo, both days inclusive.
HENRY R. H. MARTIN,
Manager.
Hongkong, 14th June, 1883. [468]

Intimations.

KELLY & WALSH

HAVE JUST RECEIVED

AND HAVE NOW ON VIEW, A CONSIGNMENT OF VERY SUPERIOR

OLEOGRAPHS

IN

MASSIVE GILT FRAMES,

OF ENGLISH MANUFACTURE, EMBRACING SECULAR AND SACRED SUBJECTS

FROM PICTURES BY THE GREAT ARTISTS.

SUBJECTS.

THE MADONNA AND CHILD—AFTER
RAFAEL.
THE DESCENT FROM THE CROSS—
AFTER RUBENS.
THE DEATH OF ST. JOSEPH.
DAVID AND THE LION.
SPRING.
SUMMER.
AUTUMN.
WINTER.
THE FLOWER SELLER.
THE FORTUNE TELLER.
CRUSHED BY ICEBERGS.
THE OLD WOMAN AND THE SHOE.
MORNING JOY.
ST. NICHOLAS EVE.
LOST IN THE PRAIRIE.

THE DEER'S BAITING GROUND.
THE CHICKEN'S SERMON.
WIDE AWAKE.
ANGELS OFFERING.
LANDSCAPE AND CATTLE.
BEATRICE CENCI.
THE INSPECTOR'S VISIT.
AN ANATOMICAL LESSON—AFTER
REMBRANDT.
REMBRANDT AND HIS WIFE.
OUR DARLING.
DREAM ON.
DORTRECH.
EVENING SCHOOL.
GERMAN LANDSCAPE.
SHAKESPEARE'S BEATRICE.
IN THE FIELDS.
THE RABBITS.
GODESBERG.

IMPORTANT NOTICE.

A FEW COPIES ONLY OF MR. COLQUHOUN'S NEW BOOK,

"ACROSS CHRYSSE"

WILL ARRIVE BY THE NEXT MAIL.

Intending Purchasers should Register their orders AT ONCE to Secure Copies.

KELLY & WALSH—HONGKONG.

Hongkong, 23rd June, 1883. [560]

W. BREWER.

HAS JUST RECEIVED

MEERSCHAUM CIGAR AND CIGARETTE HOLDERS.
NEW CIGARETTES AND TOBACCOS.

CHEAP ACCOUNT BOOKS in Great Variety.
FASHIONABLE FANCY STATIONERY in BOXES, Very Cheap.
THIN OVERLAND BOOK, LETTER, and NOTE PAPERS and ENVELOPES,
at a Cheaper Rate than can be laid down from London.
LETTER BOOKS, WATER WELLS, RULERS, and COMMERCIAL REQUISITES,
OF EVERY DESCRIPTION.

NEW BOOKS.
FRANKLIN SQUARE and SEASIDE LIBRARIES.
WALSH'S MODERN SPORTSMAN'S GUN AND RIFLE.
WHO'S WHO?
STATESMAN'S YEAK BOOK.
&c., &c., &c., &c.

LAWN TENNIS SETS.
CRICKET.
SULLIVAN'S NEW OPERA "IOLANTHE."
&c., &c., &c., &c.

W. BREWER,
QUEEN'S ROAD.
Hongkong, 19th June, 1883. [503]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

WE ARE NOW SHOWING EX "GLENFALLOCH."

NEW FOULARD and BROCHI SILKS.
Brown and Green SILK LAVENTINE for Re-
covering UMBRELLAS.
NEW WHITE DRESS MATERIALS in Great
Variety.
EGYPTIAN and VICTORIA LAWNS.
DRESS SATEENS in every Colour.
White Swiss Checked DRESS MUSLINS.
Boys' GALATEA, HOLLAND, DRILL, and
FLANNEL Washing Suits in every size.
&c., &c., &c., &c.

A LIBERAL DISCOUNT FOR CASH.
SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.
Hongkong, 20th June, 1883. [249]

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE and SILVER FILIGREE WORK,
COMPRISING—
White and Black Silk Trimming Lace.
" Cotton Trimming Lace.
" Silk Handkerchief Border.
" Silk Circular and Square Doyleys.
" Black Silk Fichu.
" Silk Parasol Cover.
" Cotton Parasol Cover.
" Silk Veil and Scarf.
" Silk Collar and Cuff.
" Silk Collar Breast Pendant.
" Cotton Collar Breast Pendant.
" and Black Silk Necktie.
" Silk Mittens.
Silver Filigree Pendant, St. John's Cross & Crown.
" Earrings to match the above.
" Fancy Pendant.
" Plain Chain Necklet.
" Fancy Locket.
" Fancy Bracelet.
" Brooch (Love Knot).
" " (Marguerite).
" " (Slipper).
" " (Shell).
" " (Circular).
" " (Fan).
" " (Zilly).
" Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.
ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE
CHARGED FOR AT COST PRICE.
S. MEYERS,
MANAGER.
Hongkong, 11th June, 1883. [58]

FOR SALE.
THE OWNER being about to retire from
Business is open to negotiate for the Sale
of the **GOOD-WILL, FITTINGS, and FURNI-**
TURE Complete of the Old Established and
well-known establishment known as the "NATION-
AL HOTEL," situated at Nos. 222 and 224
Queen's Road Central. The House contains TWO
BILLIARD TABLES (one English and one
American) which are in first-class condition.
For further Particulars apply to
JOHN OLSON,
National Hotel.
Hongkong, 14th June, 1883. [467]

FOR SALE.
WOODBERRY COTTON CANVAS,
No. 1 to 10.
WOODBERRY RAVENS DUCK, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.
U. S. HAMMOCK DUCK, 42 Inches Wide.
AMERICAN COTTON DRILL.
COTTON TWINE—1, 6, 7, 8 Fold.
HENRY'S CANVAS, No. 1.
WILLIAM DOLAN,
21, Praya Central.
Hongkong, 21st June, 1883. [492]

Shipping.

STEAMERS.

FOR MANILA (DIRECT.)
THE Spanish Steamer
"DON JUAN,"
Captain Marquez, will be despatched as above
TO-MORROW, the 26th inst., at NOON.
For Freight or Passage, apply to
BRANDÃO & Co.,
Agents.
Hongkong, 23rd June, 1883. [499]

FOR MANILA (DIRECT.)
THE Spanish Steamer
"PASIG,"
Captain Aguiri, will be despatched for the above
Port, TO-MORROW, the 26th instant, at Five
P.M.
For Freight or Passage, apply to
REMEDIOS & Co.,
Agents.
Hongkong, 23rd June, 1883. [496]

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.
THE Steamship
"STAMBOUL,"
Maigre, Commander, will sail at DAYLIGHT, TO-
MORROW, the 26th inst., for MARSEILLES,
via SAIGON, SINGAPORE, COLOMBO,
ADEN, and SUEZ; and with leave to call at
PENANG and TUTICORIN. In connection
with these Steamers the Company runs a Line
from MARSEILLES to HAVRE and LONDON,
leaving MARSEILLES after arrival of the
Steamer from CHINA.

The Company also runs Steamers regularly
from MARSEILLES to numerous Ports in the
MEDITERRANEAN and BLACK SEA, by
which through Freight may be booked.
The Company has a Forwarding Agency at
Paris, 9, Rue de Rougemont, giving special
facilities to Shippers.

Each Steamer carries a Surgeon and
Stewards.

FARES. 1ST CLASS, 2ND CLASS.
Hongkong to Marseilles—\$300. \$240.
RETURN TICKETS are now granted by
the Steamers of this line available for the
undermentioned periods, to be reckoned from the
date of arrival at Marseilles of the Steamer for
which the Ticket is issued to the date of re-
embarkation there of the Holder of the Ticket.

6 Months.....\$220. \$110.
12.....\$50. \$45.
Special rates are arranged for families.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 25th June, 1883. [436]

AUSTRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, and TRIESTE.
(Taking Cargo at through rates to CALCUTTA,
PERSIAN GULF PORTS, ODESSA, and the
MEDITERRANEAN PORTS.)
THE Company's Steamship
"MEDUSA,"
Captain G. Ragusin, will be despatched as
above on WEDNESDAY, the 27th instant, at
NOON.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 13th June, 1883. [460]

UNION LINE.
FOR YOKOHAMA.
THE Steamship
"OXFORDSHIRE,"
Captain Jones, due, on or about the 27th instant,
will have immediate despatch for the above Port.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 20th June, 1883. [492]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND,
CORKWORTH, TOWNVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIA,
PORTS, NEW CALEDONIA
and FIJI.)
THE Eastern and Australian Steamship
Company's Steamer
"MENNUIR,"
will be despatched as above on THURSDAY,
the 5th July, at FOUR P.M.
Parcels (all of which must be sent to our Office)
will be received up to 4 P.M. of the day previous.
Contents and Value of Parcels must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th June, 1883. [484]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND,
CORKWORTH, TOWNVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIA,
PORTS, NEW CALEDONIA
and FIJI.)
THE Eastern and Australian Steamship
Company's Steamer
"MENNUIR,"
will be despatched as above on THURSDAY,
the 5th July, at FOUR P.M.
Parcels (all of which must be sent to our Office)
will be received up to 4 P.M. of the day previous.
Contents and Value of Parcels must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th June, 1883. [484]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND,
CORKWORTH, TOWNVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIA,
PORTS, NEW CALEDONIA
and FIJI.)
THE Eastern and Australian Steamship
Company's Steamer
"MENNUIR,"
will be despatched as above on THURSDAY,
the 5th July, at FOUR P.M.
Parcels (all of which must be sent to our Office)
will be received up to 4 P.M. of the day previous.
Contents and Value of Parcels must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th June, 1883. [484]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND,
CORKWORTH, TOWNVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIA,
PORTS, NEW CALEDONIA
and FIJI.)
THE Eastern and Australian Steamship
Company's Steamer
"MENNUIR,"
will be despatched as above on THURSDAY,
the 5th July, at FOUR P.M.
Parcels (all of which must be sent to our Office)
will be received up to 4 P.M. of the day previous.
Contents and Value of Parcels must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th June, 1883. [484]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND,
CORKWORTH, TOWNVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIA,
PORTS, NEW CALEDONIA
and FIJI.)
THE Eastern and Australian Steamship
Company's Steamer
"MENNUIR,"
will be despatched as above on THURSDAY,
the 5th July, at FOUR P.M.
Parcels (all of which must be sent to our Office)
will be received up to 4 P.M. of the day previous.
Contents and Value of Parcels must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th June, 1883. [484]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND,
CORKWORTH, TOWNVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIA,
PORTS, NEW CALEDONIA
and FIJI.)
THE Eastern and Australian Steamship
Company's Steamer
"MENNUIR,"
will be despatched as above on THURSDAY,
the 5th July, at FOUR P.M.
Parcels (all of which must be sent to our Office)
will be received up to 4 P.M. of the day previous.
Contents and Value of Parcels must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th June, 1883. [484]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND,
CORKWORTH, TOWNVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIA,
PORTS, NEW CALEDONIA
and FIJI.)
THE Eastern and Australian Steamship
Company's Steamer
"MENNUIR,"
will be despatched as above on THURSDAY,
the 5th July, at FOUR P.M.
Parcels (all of which must be sent to our Office)
will be received up to 4 P.M. of the day previous.
Contents and Value of Parcels must be declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th June, 1883. [484]